

ADVERTISEMENT.

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BALTIMORE
WASHINGTON
SUNDAYS
Oct. 8, Nov. 5, Dec. 3
Special Train leaves New York, Pennsylvania Railroad, Baltimore, 4:30 P.M.
Returns to New York, 4:30 P.M.
Pennsylvania R. R.

NEW PLEAS MADE TO SAVE STIELOW

Counsel Confident Court Will Give New Trial to Condemned Man.

Richmond, N. Y., Sept. 27.—After two hours of pleading to-day for a new trial for Charles Frederick Stielow, under sentence of death for the murder of Charles Phelps and his housekeeper, Margaret Wolcott, in West Shelly in March, 1915, counsel for the condemned man expressed confidence that the new affidavits presented to the Supreme Court would win the day.

The makers of the affidavits submitted by both sides, including Edwin King, the horse peddler, who confessed that he killed the couple and later recanted, probably will be brought to court and cross-examined. A plea to save Stielow brought from the death row and put on the witness stand was made to-day by his counsel, Arthur E. Southernland and James W. Osborn. Objections to the affidavits for a new trial were made by District Attorney John C. Knickerbocker, of Orleans County.

Mr. Osborn described the methods Stielow used when he was used by Private Detective Newton to get a "confession" from him.

"I have been a District Attorney for many years," Mr. Osborn said, "and I know the third degree methods. The three-day ordeal that Stielow underwent rivaled the methods of persecution in Russia and in Mexico. They even put a dagger in his cell to lead to little confidential talks he had with his counsel."

Mr. Osborn maintained that Judge Pound in charging the jury at the Stielow trial was not in possession of facts which should have been presented by Stielow's counsel. He declared the impression on Stielow's mind had been that he would be kept in jail until he made a confession. The jury should have been told the confession had been made through force.

The judge did not know Stielow was an imbecile, his counsel did not then know that fact, and Stielow was not appointed an expert to examine him.

The condemned man's wife was present in court to-day.

COOL TOWARD WILSON, MARYLAND CHARGE

Governor and Senator Not Sincere, Says Baltimore Leader.

Baltimore, Sept. 27.—John J. Mahon, Democratic city leader, today charged that Governor Hollister and Senator John Walter Smith are not sincere in the reelection of President Wilson.

Mahon revealed he was displeased by the Democratic showing in the first two years, the Republicans registered yesterday 32.9 of their total vote of 1914-15, while the Democrats got only 29.5 of their vote on the same ticket.

"The breach of the past recent years has been healed," said Mr. Mahon, "and our national aims at this time are conceived to be of such transcendent importance that we know no differences and are not allowing any former disagreements to impair our unity of effort."

"It was under Republican auspices," he went on, glancing at Mr. Knox, "that this nation reached the highest attainment of international prestige. We have got great men in this country capable of handling foreign affairs. What we want is to use them."

Mr. Mahon repeated again the Democratic record of "broken promises and unfulfilled pledges."

BROTHER SAYS SISTER TRIED TO STAB HIM

Bronx Man Objected to Miss Parker Taking Auto Ride.

Adelle Parker, a stenographer, of 478 Southern Boulevard, East Bronx, was arrested last night on the charge of attempted felonious assault, preferred by her brother Harry. Patrolman Woods said he was summoned to the house by the blowing of a whistle. He found several neighbors, who told him there had been a quarrel in the place. Harry Parker then appeared, holding his sister by the arm and carrying a kitchen knife with which he alleged his sister had tried to stab him.

In the Morrisania station, where Miss Parker was locked up, Harry said that he objected to his sister going motorized with an unknown acquaintance, who had promised to call for her last night. He asserted, his sister tried to stab him.

WILSON TARIFF FAVORS SOUTH, SAYS FAIRBANKS

Hughes Will Be Just, Candidate Tells Denver Voters.

Denver, Sept. 27.—Democratic tariff bills invariably favor the South, Charles W. Fairbanks charged in a speech at the auditorium here to-night. Mr. Fairbanks urged the election of Charles E. Hughes.

"He is an able and just man and a loyal friend to both labor and capital," he said. "When the war ends we shall be assured by his success that American rights will not be sacrificed, and that our prosperity will not be put in jeopardy."

Mr. Fairbanks will speak at Colorado Springs to-morrow afternoon.

2 Hospital Men Called Saviors

Bedford, Mass., Sept. 27.—Warranted three attendants at the State Hospital for the insane with manslaughter in connection with the death last night of Camillo Strezziello, a patient, were issued to-day on complaint of Dr. Edward French, superintendent of the institution. The attendants are Dr. Wm. H. L. Linton and Thomas McGrath.

HUGHES CHEERED IN PITTSBURGH MILLS OF MARS

Candidate Greeted by 25,000 Workers in Iron District.

WILD AUTO RIDE TO MANY PLANTS

Nominee Talks to Laborers on War Prosperity and Protection.

[From a Staff Correspondent of The Tribune.]
Pittsburgh, Sept. 27.—The mills of Mars that work day and night in the valleys surrounding Pittsburgh shrieked and roared their welcome to Charles E. Hughes to-day.

An automobile ride at a forty-mile clip, while the dust clouds intermingled with the smoke from rows and rows of tall black chimney stacks, whirled the Republican candidate for President through all the neighboring plants that are supplying European trenches with implements of war. It won the plaudits of 25,000 war prosperity workers.

Their cheers were echoed by nearly 7,000 Pittsburghers to-night in Exposition Music Hall. Mr. Hughes got a two-minute ovation when he entered and took a seat between H. J. Heinz, the chairman, and Philander C. Knox, candidate for Senator. Most of Pennsylvania's distinguished citizens and politicians were on the platform, among them William Flinn, Senator Boies Penrose, Senator George T. Oliver and Alexander P. Moore.

There have not been many rides like that afternoon tour of the war mills. It was a flying squadron of forty automobiles that whirled Mr. Hughes in one gate of a mile-long rumbling industrial plant, stopped for a few minutes' talk, and then whisked him on to the next factory. The four-hour trip wound up at the William Penn at 6 o'clock.

Talks on War Prosperity.

War prosperity was Mr. Hughes's theme for workers, who heard his logic with interest and then with enthusiasm. The greatest meeting of the day took place beside the twenty-two acre welding plant of the National Tube Works at McKeesport, where 5,000 men had gathered, and several thousand more, most of them waving small American flags, were coming on the run from their shops when Mr. Hughes appeared. When the long procession of autos sped out of the Pennsylvania station he headed straight over the hills to Homestead. Thirteen thousand workers saw Mr. Hughes there. The candidate refused to stand on the platform erected for him, but got down close to the workers and talked to them man to man. He told them what this war prosperity meant to them, and asked if they wanted the hard times before the war to return. Their cheers for his simple presentation of the proposed tariff system was their emphatic answer.

From Homestead Mr. Hughes was taken to the steel mills at Duquesne, and thence to the National Tube Works and the Westinghouse Electric Company at McKeesport. From there the procession sped on to Wilmerding and the plants of the Westinghouse Airbrake Company, where the nominee made another war prosperity speech. He talked American rights, too, and the crowds applauded his doctrine of sound Americanism.

Voice Stands the Strain.

Mr. Hughes stood the journey well. His physician feared for his voice to-night, but, except for a few raspy moments, it was reasonably firm throughout the address.

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8-Hour Law to Jump Living Cost, Says Ex-Secretary "Jim" Wilson

Shippers and Farmers Warned They Will Pay Increased Railroad Wages Due to President's Policy—Notes from Political Field.

Consequences of the Adamson eight-hour bill are presented in a new light in a statement to farmers, issued yesterday by James Wilson, former Secretary of Agriculture. He shows that the bill, in effect, simply is an authorizing of increased pay for railroad men, who will continue to work the same hours as heretofore. But, according to Wilson's arguments, the bill eventually will be fought by shippers and farmers, who provide the bulk of the freight carried by the roads. He closes by asking how much higher the cost of living would soar if the farm laborer insisted that he should work only eight hours a day, as was suggested at the logical working day by the President.

Noonday meetings, to be held daily by the Commercial Travelers' Sound Money League of the United States, to further the Hughes campaign, was announced last night at a meeting of the organization at the Union League Club. The traveling men have declared in favor of Hughes and his policies and have outlined a vigorous campaign. Noonday meetings will continue until the day preceding the November election.

A nationwide movement of business men, regardless of political affiliations, to further the Hughes campaign, was announced last night by Republican headquarters. A list of representative business men is practically every city of more than 50,000 was appended to the announcement, as an

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Hope to Indorse Convention System with Hughes Corrective Features.

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John McGrath, secretary to George W. Perkins, and former secretary to Colonel Roosevelt, brought word to-night to select Chairman Tamm, that Mr. Perkins was absolutely sure the Progressive state committee would indorse the proposed coalition electoral ticket, and place the names of the Progressive members under the national Bull Moose emblem. Mr. McGrath pointed out, however, that the law did not require the national Progressive party to select Presidential electors, and as an alternative the national Bull Moose ticket could be left blank, the names of the Progressive electors to appear only in the Republican column. That would avoid any possibility of dispute in the Progressive state committee.

Compromise Is Favored.

The primaries matter was discussed at an afternoon conference, presided over by State Chairman Frederick C. Tanner and attended by a number of the strongest state leaders. The plan contemplated is a compromise upon the return to the old form of state convention. It is intended to indorse the convention system, but to correct its features, advocated by Charles E. Hughes when he was Governor.

It was pointed out that the last bill Governor Hughes advanced for ratification by convention, with the privilege after voting of contesting the nominations in the primaries, if the voters so desired.

A tentative draft of the platform has been drawn and will be submitted to the platform committee to-morrow. It will contain a rousing tribute to Charles E. Hughes and an indorsement of Governor Tamm's administration.

Another motorman took out the train.

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JEWISH HOLIDAYS CUT SURFACE LINE TRAFFIC

Shonts Denies Shortage of Men on the Interborough.

The slight falling off in the surface car traffic in New York yesterday was attributed by Theodore P. Shonts last night not to the influence of the sympathetic strike, but to the fact that many of the motormen and conductors on the lines were allowed to remain at home because of the Jewish holidays. Thirty car crews, Mr. Shonts said, were absent on the New York Railways Company system alone, and other lines were affected. The president of the Interborough promised a return to normal service on Monday.

Mr. Shonts also denied that the Interborough was short of men in any of its departments. On Friday, he said, 1,275 men applied with the company for jobs, and there were none to give them.

Figures for surface car traffic yesterday were as follows: Third Avenue, 164; New York Railways, 674; Union Railways, 202; New York & Queens County Railways, 122. The Interborough had 1,000 cars and 1,275 men applied with the company for jobs, and there were none to give them.

Others were withdrawn at sunset.

PERKINS ATTACKS WILSON SPEECH

President Has Hindered Instead of Helped American Business, He Says.

President Wilson's optimistic review of Democratic accomplishments in the way of business reforms, in his Baltimore speech, brought a vigorous protest from George W. Perkins yesterday in the form of a letter to Joseph P. Tumulty, secretary to the President.

Mr. Perkins characterized the address as "an evident intent to make the people believe something that was not true" from beginning to end.

Mr. Perkins calls attention to the statement of the President that the business man no longer picks up his morning paper in fear he will read of some new prohibition against the business man anti-trust act. Mr. Perkins adds, however, this is due to the fact that fewer prosecutions have been instituted by the Federal Trade Commission.

The President's statement that the Administration had done much to aid in the expansion of foreign trade is challenged on the ground that not only had Wilson forbidden Americans to participate in the Chinese loans, but had become entangled with England as to make it very difficult for business houses to carry on business with China. Mr. Perkins said refusal to permit Americans to participate in the Chinese loans had prevented this country from getting a foothold in the rapidly growing trade of the far East.

Referring to the President's suggested plan of running a government-owned shipping line, Mr. Perkins said: "Of all the impossible propositions, from a practical point of view, ever submitted to a sane people this is about the limit on two counts. First, if the government is going to do business at a loss what is the practical difference between that and granting a subsidy to a steamship company? Second, in his utter ignorance of business practices Mr. Wilson may believe, but no one else does, that the government-owned shipping line doing business on a paying basis will turn that business over to a privately owned concern."

REGULATION URGED ON BOAT LOADING

Shipping Men Agree on Lesson of Titanic Disaster.

[From The Tribune Bureau.]
Washington, Sept. 27.—Believing that regulation of bulkheads and load limits on passenger ships is absolutely necessary, about fifty steamship inspectors, shipowners, builders and naval architects met at the White House yesterday to discuss the subject.

Secretary Redfield, calling attention to the practice of overloading on the Great Lakes, said that the department was powerless to do anything in the absence of any law. It was his purpose to keep his inspectors on the lookout for such overloading, with instructions to urge the navigation authorities to put a stop to it. Inspectors will be expected to keep the administration informed of every instance of overloading, and with information so gathered Secretary Redfield expects to urge Congress to put a stop to it.

Stephenson Taylor, of New York, president of the National Organization of Architects and Engineers, said shipbuilders, owners and shipowners all agreed that some regulation of bulkheads and load limits was necessary, particularly since the Titanic disaster, but that the technical difficulties were formidable.

Men from the Pacific Coast argued against any restriction on the lumber schooners there, as these vessels carry most of their loads on deck. There were no instances, it was declared, where any such vessel had gone down for the deck loads helped to keep them up. Any regulation would drive these vessels out of business.

MORE PAY OR STRIKE, RAILROAD CAR MEN SAY

Eight-Hour Law Arouses Envy of Employees in Northwest.

St. Paul, Sept. 27.—Leaders of the Brotherhood of Railroad Carmen in the Northwest met in St. Paul to-day to discuss a plan to demand higher wages from the Great Northern, the Northern Pacific, the Canadian Pacific and the Chicago, Milwaukee & St. Paul railroads and request the union by strike would ensue should their demands be denied.

The car men, it is said, were disgruntled over the passage of the Adamson law, providing an eight-hour day for trainmen, as they contend that the law did not include them.

THIRD AV. EARNINGS CUT